



The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne  
C.P./P.O. Box 9302, Terminal/Terminus Postal, Ottawa, Ontario, K1G 3V2

# C.I.H.S. BULLETIN S.H.I.C.

ISSUE NO.: 4

March 1988  
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I.S.B.N.

## THE INCEPTION OF THE IMMIGRATION BORDER SERVICE April, 1908

It would be unfortunate if the 80th Anniversary of the establishment of what must surely be the single most important element of the immigration program, now and over the years, were not observed.

We hope it will not only be as the main item of this issue of the BULLETIN that the anniversary will be noted and we urge all members to take whatever initiatives are available to them locally to arrange or assist with some kind of observance. Gerry Van Kessel, a Director of the Society, will ensure that copies of this issue of the Bulletin will be given to the Regional Directors and Directors-General of Immigration when they meet in Ottawa in mid-month.

From the information now available, we do not have an exact date in April to suggest. But this should not inhibit individual choice; it seems unlikely that a uniform date for implementation could have even been possible given the circumstances which prevailed.

Supplement "A" provides a fairly good account of the program then introduced. From this, readers may agree there were some striking parallels to situations in the present day. We hope that our members and those who are supportive of the Society's objectives will embrace the suggestion of the BULLETIN that local and regional observances be developed.

## SUPPORT FOR THE SOCIETY AND ITS OBJECTIVES

1. Our President, Bud Clark, mentioned in his first statement to the Bulletin (Issue #3) his intention to contact the various departments and agencies who could be of

assistance or who themselves have some interest or responsibility in respect to the history of Canadian immigration.

2. Acknowledgements or detailed responses to his letters have been received, all of which are indicative of the positive way in which the Society is viewed both at the political and the senior Public Service level. Naturally, we want to share them with you; they may be of particular interest to the serving officers of the Canada Employment and Immigration Commission or the Department of External Affairs. In part, they read:

Minister of State Immigration, The Hon. Gerry Weiner - "I was pleased to learn of the founding of your society and wish you much success with future projects. With our country's history the task ahead of you is indeed monumental. .. I would appreciate being kept informed of your activities and receive any newsletters or publications you may produce."

Minister for External Relations, The Hon. Monique Landry - It is with pleasure that I extend my personal support for your Society's aims and endeavours. I am sure that my officials involved in immigration and refugee affairs will also be pleased to offer their active participation and support. .. I hope you will keep us informed of your Society's progress.

Deputy Minister and Chairman Employment and Immigration Canada, Mr. Gaetan Lussier - "I wish to offer my congratulations on the recent incorporation of the Canadian Immigration Historical Society. You have set yourselves worthwhile objectives. In fact, collecting and disseminating immigration history responds to a need identified by Immigration personnel who seek information on the longer-term history of this program. . . . I note your

desire to meet with Employment and Immigration Canada officials and I would be pleased to facilitate such a meeting. ..I look forward to hearing from you and offer the Society my best wishes in pursuing its objectives."

Associate Under Secretary, External Affairs Canada, Mr. J.S. Standford - "In light of the contributions of immigration to every aspect of Canadian life, we are happy to offer our assistance and co-operation to a Society dedicated to researching and promoting interest in this subject. I suggest that your continuing point of contact with External Affairs might be Gavin Stewart, Director General of the Bureau of Immigration and Consular Affairs."

3. The Board of Directors is indeed grateful for these gracious and supportive responses; the necessary additions are being made to our mailing list.

ACTIVITY DOWN EAST

Our members in Halifax, with John LeBlanc and Bill Marks as the co-ordinators, are setting a pace and an example for all of us. The Halifax group meets regularly. John is a member of Halifax Mayor Ron Wallace's Pier 21 Committee whose objective is to stimulate in Nova Scotia and across Canada, public awareness of the historic role of Pier 21 in all its many phases.

The Diamond Anniversary (60 years) of Pier 21's first day of business, March 8th, 1928, will have been celebrated with real ceremony by the provincial and municipal authorities by the time you receive this BULLETIN. Fenton Crosman (who was once the ~~Director~~ <sup>Regional Superintendent</sup> at Halifax) is attending at his own expense; we will give you more detail on the progress of the Society in Nova Scotia, and the Halifax concepts for Pier 21 in our next issue.

SECOND ANNUAL GENERAL MEETING  
Saturday, May 28th, 1988, Ottawa.

The Board of Directors has selected May 28th as the most suitable date for the A.G.M. this year. We have not yet gained the financial and administrative capacity to schedule anything but a business meeting.

We hope members will give careful scrutiny to Supplement "B" and let us have their views. A formal notice of the A.G.M. will be issued, of course.

THE MEMBERSHIP SECRETARY SAYS:

THE C.I.H.S./S.H.I.C. needs your support.  
This and previous BULLETINS are evidence that we have made substantial progress since our first General Meeting. The C.I.H.S./S.H.I.C. is taken seriously.

The C.I.H.S./S.H.I.C. needs your support.  
Please encourage your friends and colleagues to join us. I urge those of you who have neglected to remit your membership to do so right away. We have an obligation to comply with our own bylaws and cannot ignore lapsed or inactive memberships. We had hoped to prepare a membership list for distribution at this time but are reluctant to do so because of the number of members failing to remit.

For some of our more forgetful members perhaps it would be easier to take out a life membership. The \$100 would be a charitable donation for tax purposes and you would never again face the danger of missing an issue of the BULLETIN.

ACKNOWLEDGMENTS AND THANKS TO:

A member, preferring to be known as "CONCERNED", for the following definition of C.I.H.S. membership:  
"What many of us have in common is an awareness that immigration is a tremendously important factor in shaping the society we will bequeath to our descendants. We believe that that importance goes unrecognized by the vast majority of our fellow citizens who, unfortunately, are ignorant of the advantages and dangers that result from being a magnet to millions whose personal development, security and very existence may be jeopardized by the political and economic malaises that to them may appear, or indeed may well be, incurable."

"Canadians have a tendency to react emotionally, pro or con, to individuals or incidents, forgetting then about immigration until another headline grabs their attention. Vital long term interests are usually ignored and our practice, if not our laws, may begin to concentrate on immediate

**aches and pains**  
rather than on the real causes."

"I hope that the C.I.H.S. can help Canadians to achieve a rational perspective on the nature and impact of immigration. Such a consensus would eventually be expressed in policy and legislation capable of effectively promoting the economic and cultural development of our entire society."

To Fenton Crossman for his gracious remembrance of a late member, K.M. Davidson:

"When Kenneth McEwen Davidson died in Ottawa just after Christmas, the Canadian Immigration Historical Society lost a most valuable member.

Ken, who was seriously injured during service in the wartime RCAF, joined the Canadian Immigration Service in 1947 and, until his retirement in 1970 was employed at head office in Ottawa and in the Far East. Following his retirement, he and his wife, Florence, made their home in Ottawa and spent the winter months in Florida.

Although his health was often uncertain, Ken never allowed this to lessen his courage or to affect his unique sense of humour. It was a pleasure to work with him, and he will long be remembered by all of us who knew him."

A.K.B.

#### WHAT'S IN A NAME?

One of our members has brought to attention the newsletter of an organization with a name not totally dissimilar to our own. This is "The Immigration Association of Canada, and not surprisingly, John Kimble Abbott, of Highland Farm, R.R.1, Balderston, Ontario, is the Director. The Newsletter is published occasionally, on plain canary paper, the tenet of "I.A.C." being expressed as "Immigration Policy Must Reflect the Views and Interests of Most Canadians." "I.A.C." entered strong representation early in January to the Senate Legal and Constitutional Affairs Committee considering Bill C-84.

It is no a matter of concern but we thought it of sufficient interest to mention. If you are asked to distinguish C.I.H.S. from

I.A.C. why not just point out that our constitution (Item 3.5) requires the Society to "maintain itself autonomous, independent, and unaffiliated with any partisan or special interest group", we assume no advocacy role (other than vigorous pursuit of the Society's objectives, which are to appear on each BULLETIN cover); our distinctive "Shield and Goose" logo is extensively used in the BULLETIN and other Society documents.

#### IN THE BOOKSHOPS

In the last issue of the BULLETIN we mentioned three books on immigration on the Christmas book list. On the first, JUSTICE DELAYED - Nazi War Criminals in Canada, DAVID MATAS with SUSAN CHARENDOFF, Toronto, Summerhill Press, 1987, our reviewer was last heard from in Malaysia. Warren, come in please.

HAVEN'S GATE - Canada's Immigration Fiasco - Victor Malarek, MacMillan of Canada, 1987.

A disappointing book. Disappointing because we might have expected more from Victor Malarek, a Globe and Mail journalist covering immigration issues for some four years.

The publisher, however, promises more than journalism. The subtitle labels Canada's immigration system a fiasco, strong condemnation by anybody's standard. Surely, an investigative journalist uncovering a "fiasco" should offer a solution rather than a replay of all aspects of the problem, a repetition, in fact, of his Globe and Mail articles. But Malarek offers no solutions. Each chapter is a newspaper article, disconnected but held together by the well-tested expediency of politician and bureaucrat bashing. Canada's immigration policy has been unfair, racist, ill-administered from the nineteenth century to the present. Whom to blame. Blame the politicians and the bureaucrats.

The early, historical chapters give the impression that Canada's immigration system has been among the worst in the world. Yet, looking at our country and its people, generally agreed to be one of the fairest, most open democracies anywhere, we must have done something right. The criticisms multiply later: the refugee determination system

is a fiasco, unscrupulous lawyers and consultants fleece prospective immigrants, bureaucrats react slowly, politicians take short cuts through the system. Some of these criticisms may or may not be well grounded but they are well known to anyone who has had anything to do with immigration for any length of time. We are left holding our breath, waiting for the author's ideas on how he would solve these difficult problems. And then the book ends and we are left unsatisfied.

Can anything more be said about the book? Victor Malarek has the reputation of being knowledgeable about immigration issues with excellent contacts. Had he taken the time to digest and relate his information as the basis of a more critical analysis he might have written a very fine book. This might have been a very useful, objective reference work used in a positive way by those interested in finding solutions to Canada's present difficult immigration policy problems. Well, better luck next time Victor.

P.D.

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DOUBLE STANDARD: THE SECRET HISTORY OF  
CANADIAN IMMIGRATION Reg Whitaker, Lester &  
Orpen Dennys Ltd., Toronto, 1987.

This book will appeal to all conspiracy-in-government buffs. Innuendo and suggestive statements are offered with great relish in what purports to be an exposé of the nefarious immigration department and an assortment of secret services. Alas, there seems to be a lot of smoke but this reader could not find even the suggestion of a fire! Double Standard had a great potential. Process, including the security screening at the core of Mr. Whitakers' cause which could well be served by an objective assessment. But Mr. Whitaker fails in this endeavour if such was his goal. Instead the reader is left at times with a confusing book whose key passages are lost in a maze of simplistic political rhetoric showing a lack of understanding by the author of the immigration process and the political imperatives by which it has been governed for decades. A great deal of excellent material is presented, some of which has appeared

elsewhere. But it loses its impact in the conclusions drawn by the author. For example, Mr. Whitaker all too often concludes that reversals of security decisions suggest error in judgement by the bureaucrats rather than governmental responses to outside pressure. Mr. Whitaker also detracts from his goal by such insightful statements as, "This is one Cold War device that not even the Reagan administration has tried to resurrect." (p.187)

There is a need for a book on the "security" element of the immigration process as well as one on the refugee determination process, another theme in Mr. Whitaker's book. Any such efforts should be objective, scholarly works, shorn of polemics and contributing to an understanding of the themes. Mr. Whitaker's book fails in this regard.

K.F.J.

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## THE INCEPTION OF THE IMMIGRATION BORDER SERVICE - APRIL, 1908 GENERAL

The enabling Order in Council, P.C. 442, approved by the Governor General on 2nd March 1908, was submitted from the Privy Council as follows:

Ref. 779,820 on 350,171

Certified Copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on 2nd March, 1908.

### **P.C. No. 442**

"On a Memorandum dated 26th February, 1908, from the Minister of the Interior (the Hon. Frank Oliver) stating that it has become necessary to provide for a more efficient inspection of immigrants coming into Canada from and by way of the United States, at various points along the International boundary, and that the Immigration Act, Chapter 93, Revised Statutes of Canada, 1906, provides by Section 5, that the Governor in Council may appoint such officers as may be determined, and by Section 6, that the Minister of the Interior may appoint or employ either permanently or temporarily, any subordinate officers including inspectors and charge them with such powers and duties as he considers requisite or expedient.

The Minister recommends that he be authorized to employ as Immigration Inspectors such Landing Waiters of Customs at whatever ports on the International boundary line as it may be found necessary to provide for the Inspection of Immigrants and to pay

such officers the sum of \$100 annually in addition to the salaries which they are receiving in connection with their regular employment under the Department of Customs, such officers to act under the orders of the Superintendent of Immigration and their extra remuneration to be charged to the appropriation for Immigration general expenses.

The Committee submit the same for approval."

(Signed) Rodolphe Boudreau  
Clerk of the Privy Council  
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250 copies of the one legal page of printed instructions - Private - MEMORANDUM FOR THE GUIDANCE OF IMMIGRATION INSPECTORS were issued to the Customs Collectors for those who were to perform immigration examinations. The statement of intent, in the first paragraph, reads as follows: "Inspectors appointed to enforce the provisions of the Immigration Act and the regulations made thereunder in respect to immigrants arriving in Canada by railway, or other means, are expected to use fair discretion in carrying out their duties, bearing in mind that the policy of the Department is not one of exclusion of immigrants, excepting in cases where their admission is directly provided against in the Act, or regulations, or is likely to be an injury to the community."

The paragraphs following, unnumbered, detailed the "undesirable" classes, the money and onward transportation requirements in winter, as well as the continuous journey regulation and the discretion available to the Immigration Inspector for its use when prevailing

labour conditions in Canada so indicated. Obviously, neither the immigrants nor the Immigration Inspectors could have been faint of heart in those days.

Other than the quantum leap in immigration at the time we have no information on the reasons for what might appear to have been rather precipitate action to establish boundary examination facilities. Neither office accommodation nor detention facilities of any kind had been provided for the full-time Immigration Inspectors at the border who were appointed by the Minister.

Much of their work was done on railway platforms, on ferry docks, and in general waiting rooms at the various depots "under conditions which made the work doubly hard, excepting in one or two ports where the Customs officials permitted the sharing of insufficient accommodation - often to their own inconvenience."

Their circumstances did not greatly improve until 1911-12. The 1910 Immigration Act imposed a requirement on the transportation companies to supply, maintain and equip the Border Service offices and detention quarters. In most cases these were "specially built to conform with plans prescribed by the department."

### THE BEGINNING

In April 1908, then, the Immigration Service of the Canadian Department of the Interior instituted a border station examination system along the American frontier, over which many undesirables had been entering. With the language and bias of the day, Border Inspector H.G. Herbert, of the Central Border District documented the need as follows in the Department of the Interior Annual Report dated 1 June 1910:

"It must be remembered that the neighbouring republic has enormously increased and is increasing its population by the immigration of people

whose racial customs and habits of thought are entirely unsuited to the conditions and requirements of Canada. These enter the United States with comparative freedom and attracted in considerable numbers towards our country by its superior advantages, attempt to enter Canada at the "back door," so to speak."

### THE ORGANIZATION

The Central Border District was the first segment of the Border Service to be established (1908). It stretched from Toronto to Sprague, Manitoba, and conducted inspections at 37 points of entry. The most important were Niagara Falls, Bridgeburg, Windsor, Sarnia, Sault Ste Marie, Fort William, Port Arthur and Fort Frances.

Even at the "official" border crossing points, the sheer volume of the traffic must have been a heavy burden for a small service operating on a tight budget. In 1909 the Central Border District had to inspect an average of 96 regular passenger and excursion trains every day, and an even larger number of freight trains. In the Central Canada area alone there were 22 separate international ferry services, some operating up to 100 trips a day. Although the automobile was still in its infancy, some 4,000,000 people crossed and re-crossed at Windsor. Freight steamers then thronged the Great Lakes, often with foreign crews eager to desert and settle in Canada.

The difficulties of patrolling the border beyond accepted crossing area were enormous, while the ingenuity and determination of those trying to enter the country illegally were as great then as ever. In addition to the highways and other official entry points to Canada there was also a considerable movement of motor boats and row boats chartered by individuals or groups. Perhaps the most difficult regions of this district to patrol were the long stretches of navigable rivers opposite such large cities as Buffalo and Detroit. For a fee of from \$25 to \$50 per person unscrupulous rivermen

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In those days the Inspectors also acted as the prosecutors. The most common offences were: assisting prohibited persons to land, resisting an officer, using another person's naturalization papers, returning to Canada after deportation, evading and eluding examination, giving false information, impersonation and misrepresentation, escaping custody, and wrongfully claiming previous residence.

. . . a vision of public service prevailed that drew the best from customs men."

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The Border Service succeeded in the face of very real difficulties in discharging the task set and in so doing, established both a reputation for effectiveness and a model of hard work and loyalty for later generations to follow.

B.B. with H.C.C.  
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### CANADA CUSTOMS

We would be remiss in a document which is intended to commemorate the 80th Anniversary of the Immigration Border Service, if acknowledgement were not made of the role Canada Customs has played.

Their reporter-historian, Dave McIntosh, The Collectors: A History of Canadian Customs and Excise, New Canada Publications, Toronto, in association with Revenue Canada and The Canadian Government Publishing Centre, Supply and Services, 1984 has captured the essential element of description.

In one section, he recounts that in 1893 the customs officer had to have a working knowledge of some 54 Acts in addition to his own.

"The Customs department not only listed the acts but quoted all their relevant parts for handy use by its officers. It might seem from this recitation of directives, laws and regulations that life in Customs would become more and more stunted and frustrating by even more meticulous direction and prohibition. But this was not necessarily the case by any means.

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regularly smuggled aliens into Canada. While the Service made numerous apprehensions of illegally smuggled aliens, the officer assigned to patrol was unable to check the movement totally.

To discharge this formidable workload the Central Border Region had in 1910 a grand total of 25 full time Immigration Inspectors and the assistance of 53 Customs and Immigration Inspectors.

In 1909, a second district of the Border Service was established to cover the area eastward from Toronto to Halifax. In 1910 it had 20 full-time Immigration Inspectors. The principal stations of the district were located at Prescott, Malone, Rousse's Point, St. Alban's, Highwater and Beebe Junction.

The Eastern Border District had to meet the difficult problem of "undesirables" from Boston, New York, Philadelphia and some of the large American factory towns. The Department of the Interior, in its 1908 instructions, had authorized the practice of inspecting railway trains en route from the appropriate boarding point in the United States. These officers regularly inspected the Boston and Maine, the Maine Central, the Orford Mountain and the Washington County, in addition to the Canadian Pacific, the Grand Trunk, and the New York Central (including the Rutland and the Ottawa and New York).

The Inspector in the Eastern District, in addition to his responsibility as Supervisor of border entry ports, processed immigrants who landed at Portland, Maine. In fiscal year 1909-10, Inspector H.G. Herbert made five separate visits to Halifax in order to meet, accompany to Portland, and inspect at sea, the immigrants which the Dominion-White Star Line conveyed to Portland. Herbert noted that "The twenty four hours occupied during the passage from Halifax to Portland gave ample time for a more thorough inspection with less inconvenience to the immigrants than is possible upon the railway train,

crowded with immigrants who are tired and often asleep after their 200-mile journey between Portland and the Canadian border port. The landing cards completed by us and delivered to those immigrants before arrival at Portland, made easy the inspection by the United States immigration offices at that port and obviated any further inspection on behalf of Canada."

The work of a Border Inspector could be dangerous. Inspector Herbert was shot to death on a Windsor-Detroit ferry by an individual who had been refused entry into Canada. After his death, the Central Border District was divided into two, one section being between Port Burwell and Montréal, the second between Port Burwell and the Manitoba border.

The role of the Immigration Service in Western Canada, through the Immigration Agencies, was primarily to distribute, accommodate, and settle the immigrants including Canadian born "easterners." In 1910-11, Emerson, Bannerman and Gretna in Manitoba, North Portal in Saskatchewan and Coutts in Alberta were the only border ports on the prairies, Kingsgate, Vancouver, Victoria, Huntington and White Rock were the main entry points in British Columbia. Three full time Immigration Inspectors were appointed in 1908.

#### ENFORCEMENT AND CONTROL

The 1869 Act, and the increasing stringency of the examination requirements reflected by the amending Acts of 1872, 1886, 1902, 1905, 1906, 1907, 1908 which culminated in the consolidated 1910 Act; the public attitudes of those times; the fact that the years from 1908, the start of the Border Service in the years of tremendous growth in immigration: all of this contributed to the difficulties and stresses experienced by the new and growing Service.

The 1910 Act and Regulations provided authority to the Immigration Inspectors to enforce their decisions and prosecute the deliberate offenders -





# C.I.H.S. BULLETIN S.H.I.C.

I.S.B.N.

## PROSPECTUS - 1988-89

### BACKGROUND

The Canadian Immigration Historical Society/La Société Historique de l'Immigration Canadienne began to organize in February, 1986. Seventeen founding members met in Ottawa to discuss the need for a non-partisan organization to develop and further the interest of Canadians in their immigration history and as a priority, to begin a program to record the patterns and human terms of the post World War II immigration movements. Ideally, an interest group with this purpose might well bring together the historians, political scientists, sociologists, government officials, and private individuals interested in a more detailed recording of these unique pages in Canadian history.

At a general meeting of potential members attended chiefly but not exclusively by serving and retired personnel of the Departments of Employment and Immigration and External Affairs held in November 1986, the approval in principle was given to a draft constitution and bylaws, and an Interim Executive Committee established. Copies of the Constitution and Bylaws are available on request to the Society.

Approval was also given at the organizational meeting to the establishment of the Canadian Immigration Historical Society/La Société Historique de l'Immigration Canadienne as a non-profit corporation, on a national base, registered with Canada Taxation as a charitable organization under the terms of the Income

Tax Act.

We are currently examining affiliation with other Canadian historical or multicultural societies interested in immigration.

### OBJECTIVES

To support, encourage and promote research into the history of Canadian Immigration and to foster the collection and dissemination of that history.

To stimulate interest in and further the appreciation and understanding of the influence of immigration on Canada's development and position in the world.

### PROGRAMS OF THE SOCIETY

Identifying areas of research on immigration to Canada, initially within living memory, which offer possibilities for the contribution of papers, photographs, other memorabilia and anecdotal accounts of events.

Production of periodical newsletters, monographs or other publications on the work of the Society, its annual meetings, its development of contacts, interest and support on particular aspects of immigration to Canada with researchers and writers.

### MEMBERSHIP

All serving, former or retired personnel and their surviving spouses of the Canadian departments and associated agencies and successors, responsible both in Canada and abroad for the immigration function; and,

Any other person supportive of the Society's objectives who is proposed and seconded by any two members in good standing and whose membership is subsequently approved by the Society.

As corporate, non-voting members, corporations, institutions and government departments supportive of the objects of the Society and with significant associations with the making or evolution of the immigration history of Canada, which are proposed and seconded by any two members in good standing, and whose membership is subsequently approved by the Society.

Applicants for membership may apply in writing on forms supplied by the Society accompanied by payment of the applicable subscription of their choice. Except for the life member category, who pay a one-time subscription, the membership subscriptions for each financial year of the Society are as follows: Corporate \$1000, Life \$100, Patron \$50, Sustaining \$25 and Annual \$10.

#### PROGRAM PRIORITIES IN 1988-89

Supplement "A" to Issue No. 2 (May, 1987) of our BULLETIN gives a full account of the Society's interest in Pier 21, at Halifax, and the policy of the National Historic Sites and Monuments Board of Canada (NHSBC) in respect to immigration to Canada, i.e. "The peopling of Canada through immigration is a theme of great national significance, which should be the subject of major commemoration." As a result of the Society's representation, NHSBC began their consideration of Pier 21 for designation as an historic site at their semi-annual meeting last November but no decision was taken. Additional information was requested by the Board and Pier 21 will again be on the agenda for the meeting next June. The Society will maintain its interest and involvement in the Halifax designation and will also seek to identify other historic immigration locations, particularly in Western Canada, for development of nominations to the NHSBC for their designation.

For the next several years at least, we shall be placing major reliance in volunteers from our membership for program and administrative support. This implies a coordinating and scheduling technique which will encourage the collection of material from members, its prompt assembly and early archival collation and eventual publication by the Society. Our particular focus in this program year will be directed to the period of the depression, World War II, and the adjustments and changes in attitudes and organization in immigration up to 1960, including the Hungarian movement.

For the longer term, we hope to so order our work and publications including our quarterly newsletter, pamphlets, etc., to begin the factual base for publication by the Society, eventually, of An Annotated Chronology of Immigration to Canada, with accompanying Annotated Bibliography, for reference purposes. In this connection, we shall be examining the feasibility of developing student summer employment programs.

Ref: 1988.05.01

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MEMBERSHIP APPLICATION FORM

1. LAST NAME \_\_\_\_\_ FIRST NAME & INITIALS \_\_\_\_\_
2. WORK ADDRESS \_\_\_\_\_  
\_\_\_\_\_
3. WORK TELEPHONE # \_\_\_\_\_
4. HOME ADDRESS: \_\_\_\_\_  
\_\_\_\_\_
5. HOME TELEPHONE # \_\_\_\_\_
6. PREFERRED MAILING ADDRESS IF DIFFERENT FROM (4) \_\_\_\_\_  
\_\_\_\_\_
7. IMMIGRATION PROGRAMS WITH WHICH YOU WERE CONNECTED  
\_\_\_\_\_  
\_\_\_\_\_
8. DATE JOINED \_\_\_\_\_ DATE LEFT \_\_\_\_\_
9. IS ANY ONE AREA OF THE SOCIETY'S OBJECTIVES OF PARTICULAR INTEREST TO YOU?  
(Please give detail)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

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FROM THE EDITORS:

We had intended using all of this page for snippets about the people and programs of the Society - comments or contributions from the members, the reminders, extracts, etc. However, to relieve the miseries of the Membership Secretary about some late remittances of the 87 - 88 fees we agreed to be pre-empted. The Society's application form above, with Supplement B of this issue attached, provides the basic kit for individual members to become recruiters for the Society. We hope you will assist.

The C.I.H.S. BULLETIN S.H.I.C. is published on a quarterly basis, loosely scheduled for March, June, September, and early December. Contributions and suggestions from members are warmly solicited. The BULLETIN is edited and formatted for ready separation of its parts - for filing, reproduction and circulation, or posting. Supplements or items from the BULLETIN may be used freely; attribution would be appreciated.

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B.B. & H.C.C.

The Canadian Immigration Historical Society  
La Société Historique De L'Immigration Canadienne  
C.P./P.O. Box 9502, Terminal/Terminal Postale, Ottawa, Ontario, K1G 3V2



The objectives of the Canadian Immigration Historical Society are:-

- To support, encourage and promote research into the history of Canadian immigration, and to foster the collection and dissemination of that history.
- To stimulate interest in, and further the appreciation and understanding of, the influence of immigration on Canada's development and position in the world.

The Society is apolitical and affiliates only with other Canadian historical or multicultural organizations interested in immigration.